INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

C-O-N-F-I-D-E-N-T-I-A-L 25X1

COUNTRY Poland

SUBJECT 1. Proposed Enlargement of Rail Junction at Szczakowa
2. Design for Polish Railroad Water Towers

REPORT

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

[redacted]

[redacted] proposed enlargement of the rail junction at Szczakowa (N 50-14, E 19-17) with descriptions and sketches of three types of buildings which may be constructed there. Miscellaneous information on Polish railroad water towers is included with a sketch of a design for a proposed series of new towers.

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POLISH RAILROAD INFORMATION

A. PROPOSED ENLARGEMENT OF THE RAIL JUNCTION AT SZCZAKOWA, (N 50-14, E 19-17) POLAND

1. General Information

this junction was to become a major junction and transshipment point for the highly-industrialized Katowice area because the Warsaw Bureau of Research and Projects of Railroad Construction was given the task of designing and drafting plans for five new buildings to be constructed at this junction. these buildings were to be constructed to handle traffic when the supposed new trackage and electrification was completed. 25X1

the existing trackage was to be greatly changed, because the project chief (nu) was a track expert who frequently made trips to SZCZAKOWA to consult with other engineers at the site. 25X1
the proposed trackage changes were in the process of construction.
if the existing trackage were not to be changed, the new buildings would not be necessary.

no definite time limit existed for this project, but 25X1
it was to be completed as soon as possible.

the construction on all these buildings had to be in accordance with specifications laid down by TOPL.[1]

2. Proposed New Buildings to be Constructed at SZCZAKOWA Railroad Junction

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a. Main Dispatcher Control Tower (See Annex "A")

This was planned as a five-story brick, reinforced concrete, and glass building with a flat roof. The first two floors were to be of reinforced concrete with brick trim. The top three floors were to be glass enclosed on the front and two sides, with brick covering the rear.

floors one and two were to contain unidentified 25X1
electrical equipment for track control. The windows in stories one and two were to be constructed as specified by TOPL. They were to be fitted with special steel shutters as required by TOPL. The third, fourth, and fifth floors were to contain yard control panels and were to be glassed in for observation purposes.

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Entrances were to be either on the side or in the back of the building. Several entrances could be built. No entrance was planned for the front of the building. the basement was to contain a central heating plant. 25X1

b. Two Sub-Control Dispatch Towers (See Annex B)

these buildings were to be used for control of 25X1
part of the yard, and were to be subordinate to the main control tower. These buildings were to be identical.

The third story of each was to be glassed in on the front and on approximately three-fourths of each side for observation purposes.

The second story would contain rooms for special unidentified equipment. The first story would contain a supply room for the electrician on duty, a storage room for carbide lights (signalling lanterns), and toilet facilities (exact location unknown). The basement would contain a central heating unit. The majority of the windows in these buildings were to be fitted with steel shutters as specified by TOPL.

c. Locomotive Control Building (See Annex C)

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This was to be a one-story reinforced concrete building. The roof was to have a low pitch. the walls surrounding rooms 25X1
three and four were to be thicker than the rest (double course of brick with pure cement mortar). This was specified by TOPL.

Room three was to contain the instrument panel which would show the location of the locomotives in the yard.

Room four was to have steel shutters fitted into the windows.

Room six was to have an asphalt floor because batteries were to be stored here.

Room seven was to be used as billets (only during the winter) by snow removal crews.

B. MISCELLANEOUS INFORMATION ON POLISH RAILROAD WATER TOWERS

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2.

the tank at MALKINIA had an estimated 250 cubic meter capacity, and the tank at TLUSZCZ was a very old tank of only 100 cubic meter capacity. However, 25X1
the tank at LAPY was of fairly recent construction (25X1
1950 it had a capacity of approximately 500 cubic meters; this tank sat on an enclosed brick and concrete tower, which had a heating unit (coal stove) on the ground floor. The chimney went up through the center of the tank. This was to prevent the water from freezing during the winter.

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This tank was located at least two kilometers away from the locomotive watering point (another TOPL specification) so that if the tank should be destroyed, the pump would still be in operation, and vice versa. 25X1

3. a new tank was accepted and was to become standard throughout the Polish railroad system. It was planned to build new towers of this design in the following sizes: 120 cubic meters 240 cubic meters 360 cubic meters. and 480 cubic meters. For sketch of new design for water towers see Annex D. 25X1

1. Comment: TOPL (Terenowa Obrono Przeciw Lotnicza-Territorial Anti-Aircraft Defense) was the civilian defense organization in Poland. It determined specifications for all public installations in addition to setting up a system of national defense.

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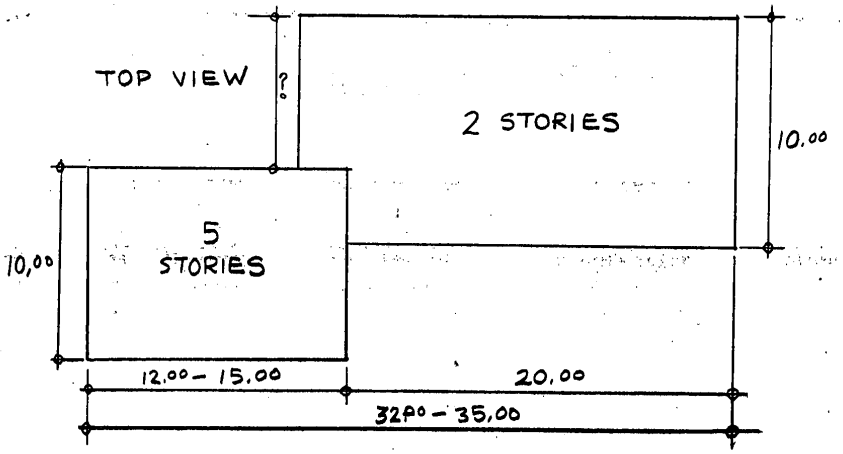
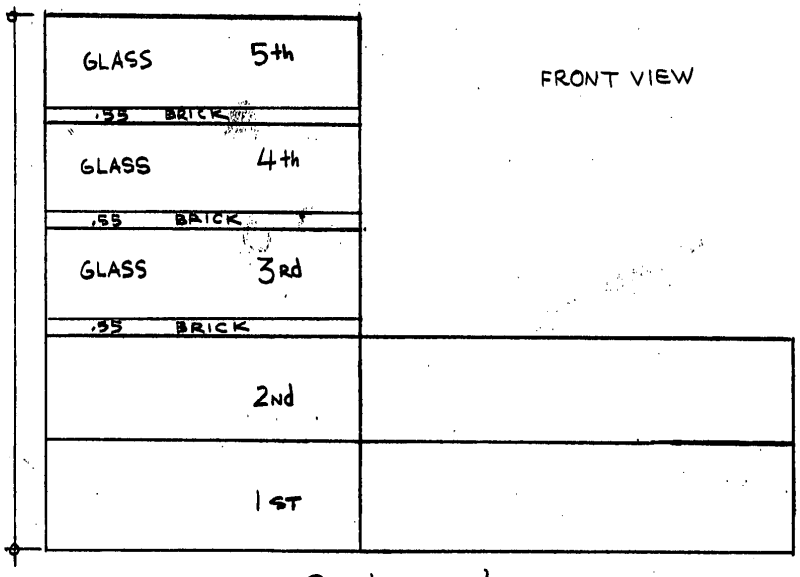
ANNEX A

[redacted] Sketch of the Planned Main Dispatcher Control Tower 25X1

[redacted]





FRONT VIEW

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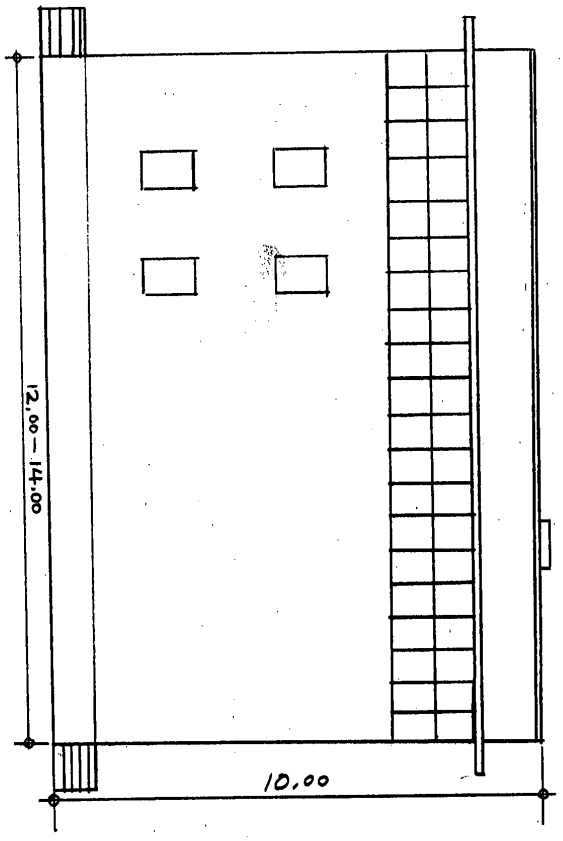

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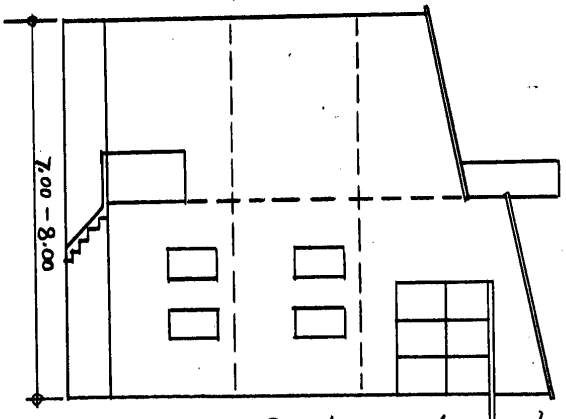
ANNEX B

Sketch of Planned Sub-control Dispatch Towers



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ANNEX C

[redacted] Sketch of Planned Locomotive Control Building

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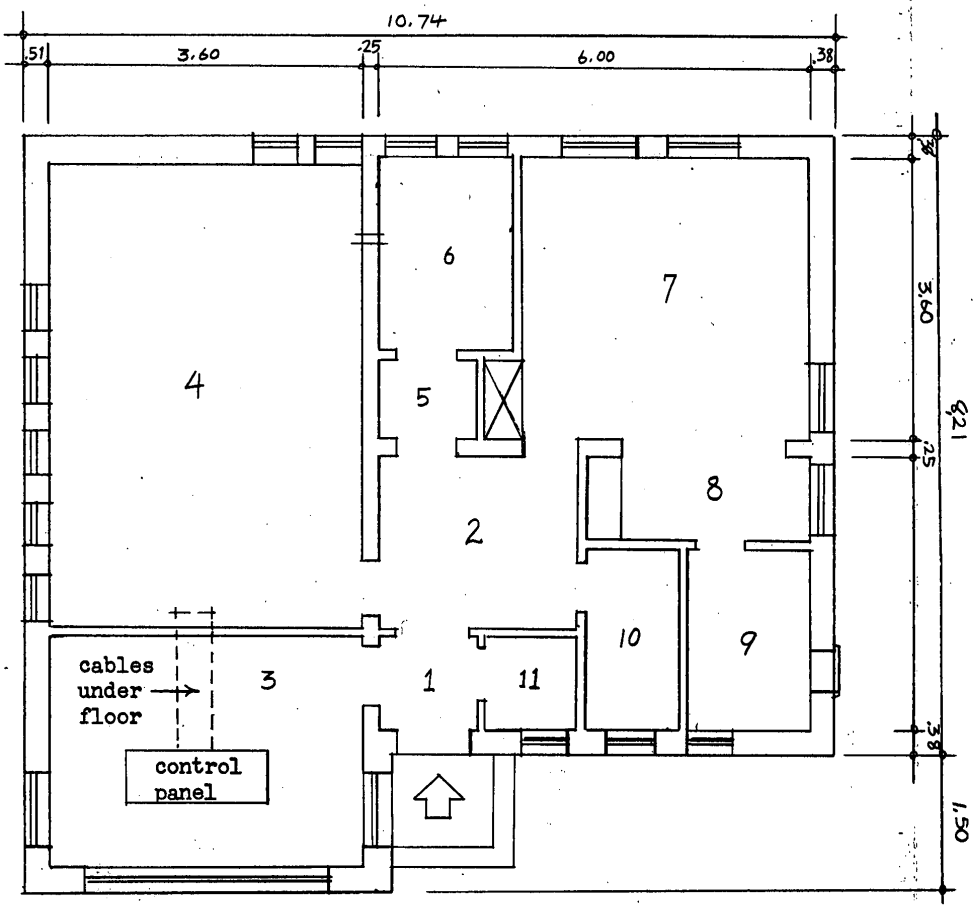

1 - Foyer
2 - Hallway
3 - Duty office
4 - Special equipment room
5 - Foyer
6 - Generator room
7. Billets
8 - Kitchenette and heating units
9 - Coal storage room
10 - Washroom and toilet facilities
11 - Tool room (mostly shovels)

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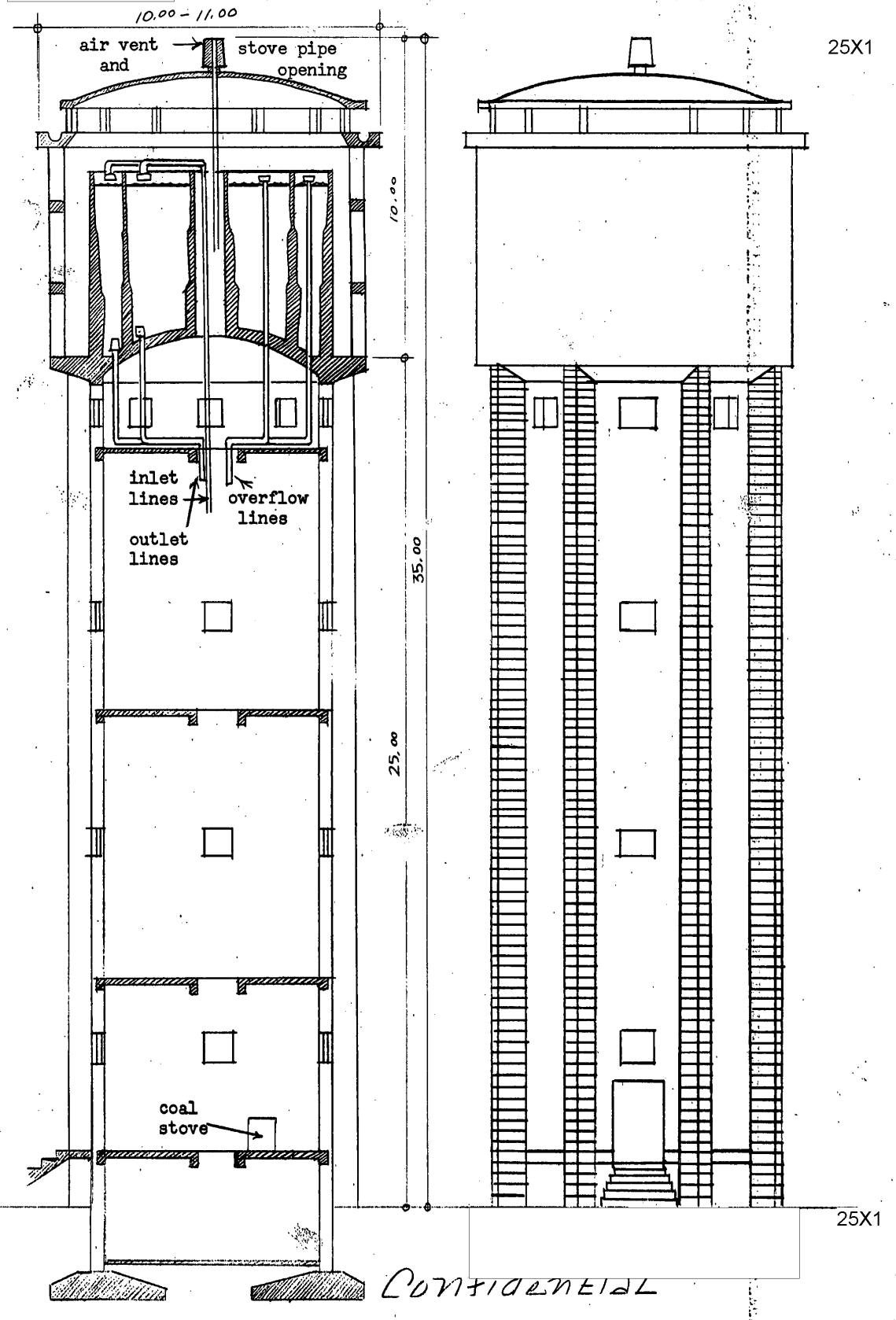
ANNEX D

Sketch of Planned 240 Cubic Meter Capacity Water Tower



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